

Submission I001 (Charles Van Jon, October 18, 2012)



Fresno to Bakersfield High-Speed Train Section / **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
Revised Draft Environmental Impact Report/ Proyecto Revisado de Informe de Impacto Ambiental/
Supplemental Draft Environmental Impact Statement / Declaración de Impacto Ambiental Proyecto Suplementario
(Revised Draft EIR/Supplemental Draft EIS) (Proyecto Revisado EIR/Proyecto Suplementario EIS)

Please submit your completed comment card at the end of the meeting, or mail to: **Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814**
Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:

The Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: **July 20 – October 19**
El periodo de comentario es del 20 de Julio al 20 de Septiembre del 2012. Los comentarios tienen que ser recibidos electrónicamente, o matasellados, el o antes del 20 de Septiembre del 2012.

Name/Nombre: Charles Van Jon
Organization/Organización: Retired
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City, State, Zip Code/Ciudad, Estado, Código Postal: 93212
E-mail Address/Correo Electrónico: _____
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I001-1

We don't need this C-^o
spend the money on our roads

Response to Submission I001 (Charles Van Jon, October 18, 2012)

I001-1

Refer to Standard Response FB-Response-GENERAL-14.

Your opposition to the project is noted.

Submission I002 (Pat Varga, October 18, 2012)

 **CALIFORNIA** High-Speed Rail Authority **Comment Card**
 Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
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Name/Nombre: PAT VARGA
 Organization/Organización: _____
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(Use additional pages if needed/Usar paginas adicionales si es necesario)

- 1002-1 KA UNIT UPGRADE BECAUSE OF GAUGE'S BEING ABLE TO CONVERT
- 1002-2 NOISE & LIGHTS WILL DISTURB LIFE STYLE & MY ANIMALS
- 1002-3 NOISE & VIBRATIONS IMPACT MY ALREADY INSOMNIA
- 1002-4 MY HORSE WILL BE UPSET ALL THE TIME
- 1002-5 GROUND WELLS - VIBRATION COULD CRACK DEEP WELLS
- 1002-6 WATER BEING DRAWN AROUND RAILWAY WILL LOWER MY WATER WELL
- 1002-7 IMPACT ON HOSPITALS IF ACCIDENT BECAUSE OF HSR
- 1002-8 AFFECT ON PEOPLE WHO USE AMTRAK THAT ALREADY MAKES SEVERAL STOPS THROUGH VALLEY
- 1002-9 INTERFERE W/ ELECTRONICS?
- 1002-10 I HAVE HEAR ISSUES THE NOISE & VIBRATION WOULNT HELP
- 1002-11 NOISE OF THESE HAVE BEEN ADDRESSED
- 1002-12 IT'S WOULD BE SOMEPLACE TO RE-CONSIDER
- 1002-13 EMERGENCY VEHICLE DISRUPTION

Response to Submission I002 (Pat Varga, October 18, 2012)

I002-1

The Authority will provide security at all stations. As indicated in Section 3.11.6, Project Design Features, of the EIR/EIS, stations will be designed using the HST Urban Design Guidelines (Authority 2011i), which require implementing the principles of Crime Prevention through Environmental Design.

I002-2

Refer to Standard Response FB-Response-N&V-05.

I002-3

Refer to Standard Response FB-Response-PU&E-03, FB-Response-HWR-01, FB-Response-N&V-04.

The level of vibration generated by the HST project beyond its right-of-way is not severe enough to damage a well.

I002-4

There should be no impact on groundwater levels due to operation of the HST track. Water that would have infiltrated along the tracks will be drained to areas immediately adjacent to the tracks where it can still infiltrate and thereby recharge the groundwater-supplying wells.

I002-5

As shown in Section 3.11, there are adequate medical care facilities along the alternative HST alignments from Fresno to Bakersfield to address accidents associated with the train. No need to expand medical facilities because of the project has been identified.

I002-6

Refer to Standard Response FB-Response-GENERAL-12.

I002-7

People and businesses in California use electric power and radio frequency (RF) communications for many purposes and services in homes, businesses, farms, and

I002-7

factories. The intensive use of electric power and RF communications in California and all developed countries has ensured that the potential interference effects of electromagnetic fields and resulting currents and voltages on equipment have been thoroughly studied. As a result, the levels at which electromagnetic fields (EMFs) and RF fields can cause impacts on other systems are well established. Broadly used international standards were created based on intensive investigation to ensure that:

- * EMF and RF fields and resulting stray currents and voltages are measured and controlled.
- * Fields do not disturb or disrupt systems and equipment of passengers or neighbors.

The California HST alternative track alignments pass near many wireless systems used by neighbor residents, businesses, public safety services, and governments.

The California HST project is implementing an Electromagnetic Compatibility Program Plan (EMCPP) during project planning, construction, and operation, to achieve and ensure electromagnetic compatibility (EMC) with neighboring systems and equipment, including radio communications. The EMCPP's purpose is to ensure that the HST project, including its trains, traction power system, and communications systems, does not interfere with neighbors or with HST equipment.

During the planning stage through the 30% system design, the Authority will perform EMC/electromagnetic interference (EMI) safety analyses to identify existing radio systems at nearby uses, will specify and design systems to prevent EMI with identified neighboring uses, will require compliance with international standards limiting emissions to protect neighboring uses, and will incorporate these design requirements into bid specifications used to procure radio and all other HST systems, including trains, traction power systems, and communication systems. The implementation stage will include 100% system design and will include final engineering design, monitoring, testing, and evaluation of system performance.

Section 3.5, Electromagnetic Fields and Electromagnetic Interference, of the EIR/EIS primarily considers EMFs at the 60-hertz (Hz) power frequency and at RFs produced intentionally by communications or unintentionally by electric discharges. EMI is avoided

Response to Submission I002 (Pat Varga, October 18, 2012) - Continued

I002-7

from intentionally produced communications and from other energy sources primarily through the Authority's commitment to adhere to its EMCPP. The EMCPP's commitment is to control EMI from all sources to levels compliant with broadly used international standards. The focus of the EMF/EMI analysis is on sensitive or susceptible RF equipment.

The HST project would use radio systems for automatic train control, data transfer, and communications. California HST radio systems would transmit radio signals from antennas located at stations and the heavy maintenance facility (HMF) along the track alignment and on locomotives and train cars. The HST System may acquire two dedicated frequency blocks in the 900-megahertz (MHz) frequency range presently used by cellular telephone for use by automatic train control systems or may use other licensed, exclusive-use frequencies. If used, this spectrum would be dedicated for HST use, and EMI with other users would not be expected. Communications systems at stations may operate at Wi-Fi frequencies to connect to stationary trains; channels would be selected to avoid EMI with other users, including Wi-Fi systems in use at nearby schools (Authority 2011c, 2011f).

Most radio systems procured for the HST System use are expected to be commercial off-the-shelf (COTS) systems conforming to Federal Communications Commission (FCC) regulations at Title 47 Code of Federal Regulations Part 15, which contains emissions requirements designed to ensure EMC among users and systems. The Authority will require all non-COTS systems procured for HST System use to be certified in conformity with FCC regulations for Part 15, Sub-part B, Class A devices. HST radio systems will also meet emissions and immunity requirements (which are contained in the European Committee for Electrotechnical Standardization [CENELEC] EN 50121-4 Standard for railway signaling and telecommunications operations) and will be designed to provide electromagnetic compatibility with other radio users (CENELEC 2006).

All HST radio systems will fully comply with applicable FCC regulations, whose purpose is to ensure that authorized radio systems can operate without disturbance from all other authorized systems.

I002-8

Refer to Standard Response FB-Response-N&V-05.

I002-9

Refer to Standard Response FB-Response-GENERAL-02.

The project EIR/EIS for the Fresno to Bakersfield Section relies on information from the Statewide Program EIR/EIS for the California HST System (Authority and FRA 2005). The Statewide Program EIR/EIS considered alternatives on Interstate 5 (I-5), State Route (SR) 99, and the BNSF Railway (BNSF) corridor. The Record of Decision for the Statewide Program EIR/EIS selected the BNSF corridor as the Preferred Alternative for the Fresno to Bakersfield Section. Further engineering and environmental studies within the broad BNSF corridor have resulted in practicable alternatives that meet most or all project objectives, are potentially feasible, and would result in certain environmental impact reductions in comparison with one another. Accordingly, the project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF corridor. The I-5 corridor was again considered during the environmental review of the Fresno to Bakersfield Section, but was eliminated from further consideration, as described in Standard Response FB-Response-GENERAL-02.

Because the Authority conducted analysis of alternative alignments that follow SR 99/the Union Pacific Railroad (UPRR) and the I-5 corridor and determined that these alternatives were not practicable, they were not carried forward in the EIR/EIS. Neither the California Environmental Quality Act (CEQA) nor the National Environmental Policy Act (NEPA) requires an environmental document to analyze alternatives that are not practicable to implement.

I002-10

The Authority's policy is to provide roadway overpasses approximately every 2 miles, resulting in no more than 1 mile of out-of-direction travel for vehicles to cross the HST tracks. In most locations in the Fresno to Bakersfield Section, roadway overpasses would be provided more frequently, approximately every mile or less, because of the existing roadway infrastructure. Consequently, out-of-direction travel would be limited to approximately 1 mile in nearly all locations in the project area. The Revised DEIR/Supplemental, DEIS Section 3.11.6, explains that the project design would include

Response to Submission I002 (Pat Varga, October 18, 2012) - Continued

I002-10

coordination with emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in negligible effects on response times by service providers. Section 3.11.5, Safety and Security Environmental Consequences, of the Revised DEIR/Supplemental DEIS provides additional detail regarding emergency response time during HST operations.

Submission I003 (Harry Verheul, October 18, 2012)

 **CALIFORNIA**
 High-Speed Rail Authority

12-18-12P02131 RCYD

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Name/Nombre: Harry Verheul
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 E-mail Address/Correo Electrónico: hverheul@lightspeed.net
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

INCOMPLETE EVALUATION OF IMPACT OF NOISE AND VIBRATION ON HOMES

1003-1 1) There is no explanation as to how noise will be mitigated for homes within impacted distances.

1003-2 2) Will the homes impacted by noise & vibration be compensated for the reduction in value due to proximity of the train.

 **CALIFORNIA**
 High-Speed Rail Authority

12-18-12P02137 RCYD

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INCOMPLETE DISCUSSION OF MAINTENANCE OF EMBANKMENT ON ELEVATED SECTIONS:

1003-3 1) There will be erosion caused by runoff but there is no explanation of who will maintain the embankment

1003-4 2) Also, there will be weeds growing but no consideration of what agency will control the weeds

Submission I003 (Harry Verheul, October 18, 2012) - Continued



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Supplemental Draft Environmental Impact Statement
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INADEQUATE EXPLANATION OF SOURCE OF FILL DIRT AND
HOW WILL ANY BORROW SITES BE CLOSED.

I003-5

- 1) Will dirt be taken from nearby properties?
- 2) Will borrow sites be leveled?
- 3) Will required permits be obtained from County & State

Response to Submission I003 (Harry Verheul, October 18, 2012)

I003-1

Refer to Standard Response FB-Response-N&V-05.

I003-2

Refer to Standard Response FB-Response-SO-02.

For information on potential HST Project impacts on property values see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012h).

I003-3

The Authority would maintain all HST facilities, including the right-of-way and fence, and provide appropriate weed and pest control. Maintenance activities are described in Section 2.6, Operations and Service Plan, of the Revised DEIR/Supplemental DEIS. The Authority would not be responsible for maintaining lands outside of the project footprint.

I003-4

The Authority would maintain all HST facilities, including the right-of-way and fence, and provide appropriate weed and pest control. Maintenance activities are described in Section 2.6, Operations and Service Plan, of the Revised DEIR/Supplemental DEIS. The Authority would not be responsible for maintaining lands outside of the project footprint.

I003-5

As discussed in Chapter 2, Alternatives, fill material would be excavated from local borrow sites and travel by truck from 10 to 30 miles to the preferred alignment. Railroad ballast would be drawn from existing, permitted quarries located from the Bay Area to Southern California. Ballast would be delivered by a combination of rail and trucks. All materials would be suitable for construction purposes and free from toxic pollutants in toxic amounts in accordance with Section 307 of the Clean Water Act.

Submission I004 (Cynthia Villegas, October 18, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #329 DETAIL

Status : Action Pending
Record Date : 10/18/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/18/2012
Submission Method : Website
First Name : Cynthia
Last Name : Villegas
Professional Title :
Business/Organization :
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City : Corcoran
State : CA
Zip Code : 93212
Telephone : 559-992-3468
Email : csilva2337@yahoo.com
Email Subscription :
Cell Phone :
Add to Mailing List :

1004-1
 1004-2
 1004-3
 1004-4
 1004-5
 1004-6
 1004-7
 1004-8
 1004-9
 1004-10
 1004-11

Stakeholder Comments/Issues :

Subject Line-Revised Draft EIR/Supplemental Draft EIS Comment

Hello, My name is Cynthia Villegas I live in Corcoran, Ca (Kings County) and I do not want the High Speed Rail passing through my town. I was told that if I submit my comment it would have to be addressed by the High Speed Rail Authority. I wish for my reasons to be heard and for there to be solutions to my questions before anyone decides on a High Speed Rail in Corcoran, Ca.

My first reason, If the H.S.R comes to Corcoran, we will no longer have a Depot available to us. The amtrak is of value to me and to my community. I have family members that use Amtrak to get to work in Hanford. I have Students that commute to Hanford if they don't have a car to get to their classes. I have a 6 month old that I want to take on a train ride from his hometown of Corcoran to Hanford/Fresno/Bakersfield just for the experience. I know the H.S.R won't stop in Corcoran so I want to know, what promise will the H.S.R.A make to keep Corcoran's Amtrak Depot?

Secondly, we live surrounded by farm land. I can only imagine that once construction starts how the dust will aggravate my sinuses, and how about the long term affects. Tell me how many times will this H.S.R pass through my town a week/day/hour? What will be it's speed? Because It can't be called "a high speed" rail for nothing. My family members won't be able to handle all the dust or pollen the H.S.R will cause every time it passes. How will the H.S.R.A address dust and pollen in the air every time the H.S.R passes at it's mph speeds and the cause it will effect on Corcoran residents?

The noise that the H.S.R is another huge problem on my list. How loud is it going to be when the H.S.R passes through my town? How many times a day am I going to have to deal with this noise? I have a growing family. As it is, my baby jumps at every little sound and my 2 year old is going through the stage of being afraid of loud sounds (cars/motorcycles/trucks). I don't even want to imagine their reaction if a "High Speed" rail passes through town.

My concern is #1- the long term cause of noise level of the H.S.R. Is the H.S.R.A going to promise that my children or other family members won't suffer a hearing loss earlier in life due to the frequency of the H.S.R coming through Corcoran?

#2 concern- What effect will the frequency of the H.S.R do to my young children/grandchildren or even my dad who is a senior citizen as far as being "jumpy" due to the noise level?

I live & work in Corcoran. If the H.S.R comes to town my commute will change. My current commute in the morning is by taking Dairy Ave(South) to Orange Ave(East) to Otis Ave.(South) turn on Oregon(West) then take Van Dorsten Ave(South), and drop my kids off at the babysitter. I then get back on Van Dorsten(North), turn on Oregon(East), take Otis Ave(North) to get to my job. Well once construction starts...I will no longer be able to take that route. H.S.R will either take Otis Ave out completely or detour during construction. This is a problem for me.

I choose this route because it's the fastest way to get to my destination and to avoid the school traffic, school children walking, and the crosswalk ladies stopping vehicles to let the pedestrians pass first. If there is a detour this will cause traffic on Dairy Ave. were I have to pass an elementary school, the YMCA & the High School to get to my destination.

I have heard of a possible opening up on Letts Ave., but that might be worse where I would have to pass 3 elementary schools (Fremont, Bret Hart & Mark Twain) 1 middle school (John Muir) and the high school

Submission I004 (Cynthia Villegas, October 18, 2012) - Continued

1004-11 | (Corcoran High) just get to my babysitters. I do not agree nor do I want increased traffic in my small town of Corcoran.

1004-12 | Lastly, to the H.S.R.A, If you lived in my town or in any town close in the Valley you surely appreciate the view when heading East. It's the day after a long rain. It's a Bright, Sunny day & you smell the air so crisp and fresh. I step out my door to look East & I see my mountain view. That's the best part about living around farm land, nothing blocks the gorgeous view. I hope the H.S.R.A takes this into consideration. I would hate to look East and no longer be able to see my pretty view from my doorstep.

1004-13 | Thank you for your time.
Cynthia S. Villegas
I ask that the H.S.R.A put a stop to the H.S.R passing through Corcoran, Ca and continue to keep the public informed.

EIR/EIS Comment : Yes
Official Comment Period : Yes

Response to Submission I004 (Cynthia Villegas, October 18, 2012)

I004-1

Refer to Standard Response FB-Response-GENERAL-12.

I004-2

Refer to Standard Response FB-Response-AQ-01.

Qualitative and quantitative discussions of health impacts during project alignment construction were provided in Section 3.3.6.3 of the Revised DEIR/Supplemental DEIS.

The HST would be electrically powered. Therefore, there will not be any direct combustion emissions from the HST to cause health concerns, such as sinus problems, allergies, asthma, or other respiratory diseases, during operation. Fugitive dust emissions due to HST travel are not expected to be a significant source of pollutants either (see Appendix 3.3-A of the Final EIR/EIS for details). For localized health impacts of the heavy maintenance facility (HMF), the cancer and non-cancer chronic and acute hazard risk analyses conducted for the Revised DEIR/Supplemental DEIS were for a prototypical facility, with conservative estimates of equipment operations and the locations of nearby sensitive land uses. A decision on the HMF location will be made following certification of the San Jose to Merced Section Final EIR/EIS. A site-specific Health Risk Assessment (HRA) for the HMF operation will be conducted once a final HMF site is selected and detailed design information becomes available. Quantitative cancer risks and non-cancer hazard indexes due to HMF operation will be evaluated in the final HRA. Mitigation measures, if necessary, will be included to ensure that the health risk significance thresholds are not exceeded at the sensitive land uses.

The HST operations and service plan summary is available in Appendix 2-C of the Final EIR/EIS, which outlines the number of train trips for the entire HST alignment. The number of trains that pass through Corcoran would depend entirely on which alternative, described in Chapter 2 of the Revised DEIR/Supplemental DEIS, is selected for the preferred alternative.

I004-3

Refer to Standard Response FB-Response-AQ-01.

The HST Operations and Service Plan Summary describes anticipated train frequency

I004-3

and is included as Appendix 2-C of the Fresno to Bakersfield Revised DEIR/Supplemental DEIS. As stated in Section 2.3 of Chapter 2, Alternatives, the Fresno to Bakersfield Section design criteria dictate 220-mph designs throughout.

I004-4

Refer to Standard Response FB-Response-AQ-01.

Pollen will only be distributed by the induced airflow from the passing train. However, as stated in Appendix 3.3-A of the Final EIR/EIS, the induced airflow would decrease with distance from the train. Because the track would be at least 21 feet from the edge of the right-of-way, train-induced wind outside the right-of-way would be minimal, so the impact of pollen on Corcoran residents would be minimal.

I004-5

Refer to Standard Response FB-Response-N&V-03, FB-Response-N&V-05.

The noise level will be approximately 99 dBA SEL at a distance of 100 feet. Each pass-by will last about 4 to 6 seconds.

I004-6

At this time, there is no defined schedule, but the peak number of HSTs per hour is estimated to be 24, and the peak hour will likely occur during a rush hour during the morning or during evening hours.

I004-7

The OSHA standard for hearing loss is 85 dBA continuously for 8 hours per day, and the noise generated by operations of the HST is well below this noise level.

I004-8

Startle effects are based on a combination of the speed of the train and the distance from the tracks. The projected distance of 45 feet within which startle may occur is based on the maximum train speed of 220 miles per hour, which will not be achieved at all locations. According to FRA and FTA policy, for noise-sensitive locations identified

Response to Submission I004 (Cynthia Villegas, October 18, 2012) - Continued

I004-8

within the distance where surprise may occur, the onset-rate adjusted sound levels are used to identify impact. For the Fresno to Bakersfield Section, the project right-of-way is approximately 50 feet from the track's centerline. Therefore, the potential for surprise would occur only within the project right-of-way, as startle effects on noise-sensitive land uses would only occur within 45 feet from the track's centerline. Because the right-of-way is approximately 50 feet from the track's centerline, no noise-sensitive land uses would be within the distance where onset-rate adjusted sound levels would be applied.

I004-9

Refer to Standard Response FB-Response-TR-01.

Refer to Standard Response FB-Response-TR-01 and to "Impact TR #15 – Impacts on the City of Corcoran Local Roadway Network due to Road Closures," contained in Section 3.2 of the Final EIR/EIS.

I004-10

Refer to Standard Response FB-Response-TR-01, FB-Response-TR-02.

Refer to Impact TR #15 – Impacts on the City of Corcoran Local Roadway Network due to Road Closures of 3.2 of the Final EIR/EIS.

I004-11

Letts Avenue is proposed to add a connection between North Avenue and Orange Avenue. Refer to Section 3.2, Impact TR #15 for Impacts to the City of Corcoran Local Roadway Network due to Road Closures.

I004-12

Refer to Standard Response FB-Response-AVR-01.

I004-13

Refer to Standard Response FB-Response-GENERAL-14.

The Authority has received the comment and updated our stakeholder database

I004-13

accordingly. The commenter's opposition to the project and alternative alignment has been noted.

Submission I005 (Teofilo Villegas, October 18, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #330 DETAIL

Status : Action Pending
Record Date : 10/18/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/18/2012
Submission Method : Website
First Name : Teofilo
Last Name : Villegas
Professional Title :
Business/Organization :
Address :
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City : Corcoran
State : CA
Zip Code : 93212
Telephone : 559-380-5901
Email : teofilovillegas@comcast.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : Subject line: Revised Draft EIR/Supplemental Draft EIS Comment
I do not want the HSR because of the noise level every time it passes through Corcoran. I want to know what is being done so that If I'm sleeping I won't get startled awake every time the Rail passes through. Will I have hearing loss due to the frequency of the Rail? what solution do you have to prevent early hearing loss?
EIR/EIS Comment : Yes
Official Comment Period : Yes

I005-1

Response to Submission I005 (Teofilo Villegas, October 18, 2012)

I005-1

The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.7, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown in Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.6 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a “severe” level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project’s noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 A-weighted decibels (dBA), such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.6, Project.

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receivers, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least a 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when

I005-1

the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

You will not have any hearing loss due to the implementation of the HST project.

Submission I006 (Kevin Wagner, October 17, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #288 DETAIL

Status : Action Pending
Record Date : 10/17/2012
Response Requested :
Stakeholder Type : CA Resident
Affiliation Type : Individual
Attorney or Law Firm? : No
Interest As : Individual
Submission Date : 10/17/2012
Submission Method : Website
First Name : Kevin
Last Name : Wagner
Professional Title :
County : Kern
Business/Organization :
Address :
Apt./Suite No. :
City : Bakersfield
State : CA
Zip Code : 93312
Telephone :
Email : kevin.wagner910@gmail.com
Email Subscription :
Cell Phone :
Fax :
Comment Type : Issue (concern, suggestion, complaint)
Add to Mailing List :
Stakeholder Comments/Issues : Please build this train! The benefits are much greater than the costs. Bakersfield needs a connection to the rest of California.
Subscription Request/Response :
EIR/EIS Comment : Yes
General Viewpoint on Project : In Support of CAHST Project
Official Comment Period : Yes

I006-1 |

Response to Submission I006 (Kevin Wagner, October 17, 2012)

I006-1

Refer to Standard Response FB-Response-GENERAL-09.

Submission I007 (Carol Walters, October 3, 2012)

Carol Walters
13343 Grangeville Blvd.
Hanford, CA 93230
October 03, 2012

Chairman Dan Richards
California High Speed Rail Authority
770 L Street, Suite 800
Sacramento, California 95874

Dear Chairman Richards and Board Members of the California High-Speed Rail Authority

RE: Public Comment Period for Revised Draft of the EIR/EIS for Fresno to Bakersfield.

I007-1

As a resident of California who is to be severely impacted by the High Speed Rail t the Western Alignment through Kings County, it is absolutely necessary to request an additional minimum of 730 days of time to attempt to read and respond to the Revised Draft of the EIR/EIS for Fresno To Bakersfield.

I and many others are struggling to read the complex viewing of the Draft EIR/EIS on the internet. It is not user friendly and is very time consuming. This compounded with the basic demands of life, is a total nightmare trying to work with it. The same frustration is voiced by many.

The California High Speed Rail Authority has had many years to write, review and work with these voluminous documents. Yet at the meetings with the Kings County Board of Supervisors and the citizens of Kings County, Chairman Richards voiced that he did not know the answers to the Kings County Board of Supervisors questions stated for over a year. Plus Tom Richards and Jeff Abercrombie with Chairman Richards did not know the answers. However, I as a citizen diligently working to save our investment and property, am expected to read the entire 15,000 pages, compare this document with previous statements and respond to the comment period as a responsible citizen. The current comment period is beyond comprehension nor is it a feasible workability of time given the complexity of the documents.

It is essential to extend the comment period for a minimum of 730 days due to the severe impact this will have on our property and our future. This is an enormous undertaking with unfathomable consequences for California, Kings County and our property and our neighbors.

Thank you for your time to extend the review and comment period an additional 730 days or longer.

Sincerely,



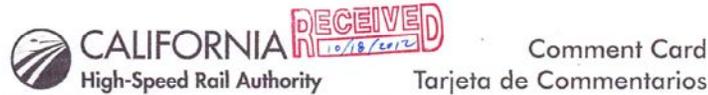
Carol Walters

Response to Submission I007 (Carol Walters, October 3, 2012)

I007-1

Refer to Standard Response FB-Response-GENERAL-07.

Submission I008 (Richard and Carol Walters, October 18, 2012)



Fresno to Bakersfield High-Speed Train Section
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La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
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Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
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Name/Nombre: Richard/Carol Walters
 Organization/Organización: _____
 Address/Domicilio: 13343 Grangeville Blvd
 Phone Number/Número de Teléfono: (559) 584-8385
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
 E-mail Address/Correo Electrónico: carol.walters@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I008-1

The underpass projected for Grangeville Blvd total blocks the only available entrance and exit to our property. No answer has come forth from the Authority since Feb. 2012 after submitting our concern. We are landlocked.



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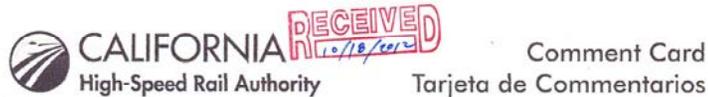
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I008-2

The map for the finished underpass for the Grangeville west alignment Hanford underpass does not address right-of-way issues. Our main well is located only a few yards from the underpass. No accurate specs are given for land/well procurement or land owner knowledge.

Submission I008 (Richard and Carol Walters, October 18, 2012) - Continued



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 E-mail Address/Correo Electrónico: carolwalters@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I008-3

The water storage pond is approximately 400-500 yards away from our property. How will the mosquito abatement be handled? This is impelative for human and livestock. This is of severe concern for West Nile virus, equinine encephalitis and other diseases spread by the mosquito.



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I008-4

The utilities of telephone and electricity plus internet service will have to be moved due to the Grangeville West Alignment underpass. How will utility service be maintained until the final service is completed with the lengthy construction time?

Submission I008 (Richard and Carol Walters, October 18, 2012) - Continued



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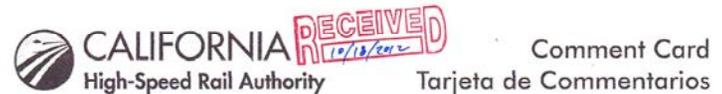
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 E-mail Address/Correo Electrónico: carold Walters@gmail.com
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I008-5

Only the finished project line is given on the map for the Grangeville Blvd. underpass for the west alignment. The EIR/EIS does not indicate the amount of property necessary for the construction of the underpass nor the right-of-way/adjunctinal property. Who determines the accurate amount of necessary property? Who pays for the actual property essential for the right-of-way. Who pays for the necessary property needed during construction? Who pays for the damage to the ground for construction purposes? Who pays for the on-going damage either known or later detected from the construction impacts of materials, etc.?



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I008-6

On the east and west alignment for Hanford, who is responsible for the maintenance for gopher and rodentidence and insect surveillance and eradication?

Submission I008 (Richard and Carol Walters, October 18, 2012) - Continued



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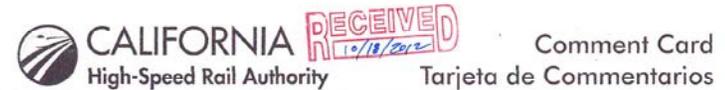
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I008-7

with the over and underpasses on the East and West Hanford alignment, who is responsible for the continual maintenance and upkeep, including the right-of-way?



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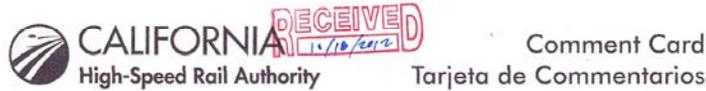
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 E-mail Address/Correo Electrónico: caraldwalters@gmail.com
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I008-8

Valley Fever spores are prevalent in our Valley. How will construction disruption of soil and dust production be monitored for increase cause of cases for workers, and citizens plus animals? How will the continual dust factor during and after construction be monitored? How will the constant dust factor be handled after construction with the train whipping up dust? Who will be responsible for the care and maintenance and deaths from Valley Fever?

Submission I008 (Richard and Carol Walters, October 18, 2012) - Continued



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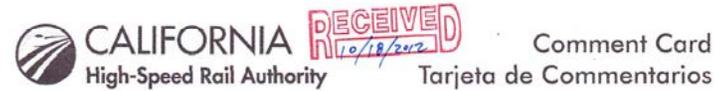
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I008-9

How will the private growers spraying patterns for necessary crop maintenance be impacted?



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I008-10

The high speed train is approximately 400-500 yards east of our property. What are the cumulative impacts of noise & vibration to our wells and casings? To the house structural effects? To the walnut production hazard? To the septic tank and leach line system?

Submission I008 (Richard and Carol Walters, October 18, 2012) - Continued



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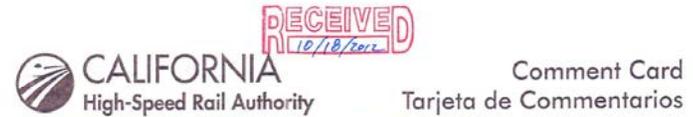
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(Use additional pages if needed/Usar paginas adicionales si es necesario)

I008-11

The west alignment for the Grangeville Blvd. underpass will disrupt the high pressure natural gas line servicing our home. This entails the new mandate of a continuous line by reinstalling and retrenching. The estimate to reconnect by Pierotti's Plumbing, Inc. is a minimum of \$18,663.00 as the contract is only valid for 60 days. Who pays for the gas line relocation? Should any problems develop after payment-related to the reinstalling cost-who pays for the further service?



Fresno to Bakersfield High-Speed Train Section
 Revised Draft Environmental Impact Report/
 Supplemental Draft Environmental Impact Statement
 (Revised Draft EIR/Supplemental Draft EIS)

La Sección de Fresno a Bakersfield del Tren de Alta Velocidad
 Proyecto Revisado de Informe de Impacto Ambiental/
 Declaración de Impacto Ambiental Proyecto Suplementario
 (Proyecto Revisado EIR/Proyecto Suplementario EIS)

Please submit your completed comment card at the end of the meeting, or mail to:
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:
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Name/Nombre: Richard/Carol Walters
 Organization/Organización: _____
 Address/Domicilio: 13343 Grangeville Blvd.
 Phone Number/Número de Teléfono: (559) 584-8385
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230
 E-mail Address/Correo Electrónico: carolwalters@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I008-12

What happens to the property purchased by the California Rail Authority if the project is not completed? who maintains the care/maintenance of the purchased property? who keeps the taxes paid?

Submission I008 (Richard and Carol Walters, October 18, 2012) - Continued

 **CALIFORNIA**
High-Speed Rail Authority

 **Comment Card**
Tarjeta de Comentarios

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Organization/Organización: _____

Address/Domicilio: 13343 Grangeville Blvd,

Phone Number/Número de Teléfono: (559) 584-8385

City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford, CA 93230

E-mail Address/Correo Electrónico: caroldwalters@gmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I008-13 | Our Property is in the Williamson Act. How will this be handled? who pays the back taxes to forcefully take the Williamson Act Property?

Response to Submission I008 (Richard and Carol Walters, October 18, 2012)

I008-1

Refer to Standard Response FB-Response-GENERAL-01.

Detailed right-of-way/access analysis will be conducted during the right-of-way appraisal process. If parcel access cannot be maintained, the parcel may be acquired.

I008-2

Refer to Standard Response FB-Response-AG-02, FB-Response-GENERAL-01, FB-Response-SO-01.

Detailed right-of-way/access analysis will be conducted during the right-of-way appraisal process. If parcel access cannot be maintained, the parcel may be acquired.

I008-3

The Authority will comply with state regulations regarding vector control. The mosquito abatement district will treat HST infiltration basins similar to other infiltration basins/ponds in the area. Also, infiltration/detention basins are generally designed to drain within a relatively short time to prevent development of mosquito larvae.

I008-4

As noted in Section 3.6, Public Utilities and Energy, page 3.6-44 of the Revised DEIR/Supplemental DEIS, the Authority would positively locate public utilities within the potential impact area (by probing, potholing, electronic detection, as-built designs, or through other means) prior to construction, in compliance with state law (i.e., California Government Code 4216). Where it is not possible to avoid utilities, they would be improved (e.g., steel pipe encasement) so that there is no damage or impairment to the operation of these utilities from the HST project. Section 3.6, Public Utilities and Energy, of the Revised DEIR/Supplemental DEIS acknowledges the Authority's compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 on compensation for impacts on property owners and tenants who must relocate if they are displaced by a federally sponsored project.

I008-5

Refer to Standard Response FB-Response-GENERAL-01, FB-Response-SO-01.

I008-5

The Authority will purchase all property needed for the actual HST alignment (right-of-way), ancillary facilities, and for construction-related areas such as equipment lay-down areas or temporary access roads. The Authority will also be responsible for impacts from construction.

Detailed right-of-way/access analysis will be conducted during the right-of-way appraisal process. If parcel access cannot be maintained, the parcel may be acquired.

Please see Appendix A of the Community Impact Assessment Technical Report (Authority and FRA 2012h) for a complete description of the methodologies used for property displacement analysis. To be conservative in this analysis and avoid underestimating displacements, it was assumed that in cases where residences and businesses were located on acquired parcels, including those only temporarily affected, these properties were counted as permanent displacements. This was done because it is not possible at this stage of the project to predict the outcome of the parcel by parcel property acquisition phase. These conservative displacement numbers were then used in all community division, fiscal revenue, and physical deterioration analysis, and therefore do not underestimate the potential impacts. See EIR/EIS Volume I, Section 3.12, Impacts SO#1-5 for all construction period impacts on communities.

I008-6

The Authority would maintain all HST facilities, including the right-of-way and fence, and provide appropriate weed and pest control. Maintenance activities are described in Section 2.6, Operations and Service Plan, of the Revised DEIR/Supplemental DEIS. The Authority would not be responsible for maintaining lands outside of the project right-of-way.

I008-7

The Authority would maintain all HST facilities, including the right-of-way and fence, and provide appropriate weed and pest control. Maintenance activities are described in Section 2.6, Operations and Service Plan, of the Revised DEIR/Supplemental DEIS. The Authority would not be responsible for maintaining lands outside of the project footprint.

Response to Submission I008 (Richard and Carol Walters, October 18, 2012) - Continued

I008-8

Refer to Standard Response FB-Response-AQ-01.

Although valley fever fungi are commonly found in the soil in the Central Valley and can be stirred into the air by anything that disrupts the soil, the potential for the operational HST to generate dust through induced air flow is low. Therefore, the impacts from valley fever during operations will be less than significant. In addition, the dust minimization measures listed in Section 3.3.8 of the Final EIR/EIS would further reduce fugitive dust emissions to a less-than-significant impact. Valley fever spores would be released when the soil is disturbed; however, due to the minimization measures, fugitive dust disturbance during construction will be minimal. Therefore, impacts from valley fever spores will be less than significant.

Because the dust disturbance would be minimal with proposed mitigation measures, current hospital and health care centers would not be burdened with an increase in valley fever patients.

I008-9

Refer to Standard Response FB-Response-AG-05.

The July 2012 Agricultural Working Group White Paper entitled "Pesticide Use Impacts" concurred in the Revised DEIR/Supplemental DEIS conclusion that spraying requirements would not change as a result of the HST project. The White Paper is currently available on the Authority's website.

I008-10

Refer to Standard Response FB-Response-N&V-04, FB-Response-N&V-05.

The vibration impact assessment is primarily designed to identify the potential human annoyance from vibration from HST operations for buildings with vibration-sensitive use as described by the FRA and Federal Transit Administration land use categories. However, all buildings in close proximity to the proposed alignments were assessed for potential structural damage from HST operations and/or construction. The potential for damage from vibration from HST operations is limited to extremely fragile buildings

I008-10

located within 30 feet of the tracks. The HST right-of-way width varies from 120 feet for at-grade tracks, to approximately 60 feet for elevated fill, to approximately 45 feet for elevated structures. In general, the area of impact is therefore within or close to the project right-of-way. Typical buildings, such as residences, located outside this distance would not have the potential for damage from vibration.

Section 3.14.5.3 discusses impacts on agricultural lands, including confined animal facilities. Agriculture-related to planting is not considered a use that is sensitive to noise and vibration.

According to the Federal Rail Administration Transit (FTA, 2006) Noise and Vibration Impact Assessment Table 12-3, buildings extremely susceptible to vibration damage would show signs of damage at a peak particle velocity (PPV) of 0.12 in/sec., which is approximately equal to 90 VdB. Using the fall-off rate for vibration levels due to distance, a PPV level of 0.12 in/sec. would occur at a distance of about 11 feet from the HST centerline. The HST property line is 50 feet from the centerline, and at this distance, the vibration level is expected to be a PPV of 0.012 in/sec. This level is one-tenth the PPV level listed for buildings extremely susceptible to vibration damage set by the FTA. Given that all existing fragile underground wells, tanks, or pipelines would be more than 50 feet from the HST centerline, it is highly unlikely that the vibration level at those structures would cause any damage.

I008-11

Where existing underground utilities, such as gas, petroleum, and water pipelines, cross the high-speed train (HST) alignment, these affected utilities would be placed in a protective casing to allow for maintenance of the utility from outside the access-controlled HST right-of-way. The project construction contractor would coordinate schedules for utility relocations and protection-in-place with the utility owner to ensure the project would not result in prolonged disruption of services. Section 3.6, Public Utilities and Energy of the Revised DEIR/Supplemental DEIS acknowledges the Authority's compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 on compensation for impacts on property owners and tenants who must relocate if they are displaced by a federally sponsored project. This Act applies to all real property, including the acquisition of land for relocation of utilities.

Response to Submission I008 (Richard and Carol Walters, October 18, 2012) - Continued

I008-12

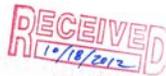
The property acquisition and compensation process will only begin once all necessary legal processes have been completed, funding has been secured, and construction is ready to begin. In the unlikely event that a property is acquired and subsequently not needed for the construction of the HST system, the right-of-way agents would follow Uniform Relocation Act legal guidelines to reverse the property acquisition.

The Authority would maintain all HST facilities, including the right-of-way and fence, and provide appropriate weed and pest control. Maintenance activities are described in Section 2.6, Operations and Service Plan, of the Revised DEIR/Supplemental DEIS.

I008-13

Refer to Standard Response FB-Response-AG-07.

Submission I009 (Carol Ward, October 18, 2012)



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de Septiembre del 2012. Los comentarios tienen que ser
recibidos electrónicamente, o matasellados, el o antes
del 20 de Septiembre del 2012.

Name/Nombre: Carol Ward
Organization/Organización: Cody Family Trust
Address/Domicilio: 10282 134th Ave Hanford, CA 93230
Phone Number/Número de Teléfono: 559 582-4050
City, State, Zip Code/Ciudad, Estado, Código Postal:
E-mail Address/Correo Electrónico: carolward@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I009-1

you did not address the lowering of the
value of the properties impacted by
this projects how it will affect our
lives

I009-2

Please reconsider taking the rail by
highway 5!

Response to Submission I009 (Carol Ward, October 18, 2012)

I009-1

Refer to Standard Response FB-Response-SO-02, FB-Response-SO-05.

For information on potential HST project impacts on property values see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012h).

I009-2

Refer to Standard Response FB-Response-GENERAL-02.

The project EIR/EIS for the Fresno to Bakersfield Section relies on information from the Statewide Program EIR/EIS for the California HST System (Authority and FRA 2005). The Statewide Program EIR/EIS considered alternatives on Interstate 5 (I-5), State Route (SR) 99, and the BNSF Railway (BNSF) corridor. The Record of Decision for the Statewide Program EIR/EIS selected the BNSF corridor as the Preferred Alternative for the Fresno to Bakersfield Section. Further engineering and environmental studies within the broad BNSF corridor have resulted in practicable alternatives that meet most or all project objectives, are potentially feasible, and would result in certain environmental impact reductions in comparison to one another. Accordingly, the project EIR/EIS for the Fresno to Bakersfield Section focuses on alternative alignments along the general BNSF corridor. The I-5 corridor was again considered during the environmental review of the Fresno to Bakersfield Section, but was eliminated from further consideration, as described in Standard Response FB-Response-GENERAL-02.

Because the Authority conducted analysis of alternative alignments that follow SR 99/the Union Pacific Railroad (UPRR) and the I-5 corridor and determined that these alternatives were not practicable, they were not carried forward in the EIR/EIS. Neither the California Environmental Quality Act (CEQA) nor the National Environmental Policy Act (NEPA) requires an environmental document to analyze alternatives that are not practicable to implement.

Submission I010 (Gregory Ward, October 18, 2012)



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Name/Nombre: Gregory W. Ward
 Organization/Organización: Cody Family Partnership
 Address/Domicilio: 10282 13th Ave Hanford Ca.
 Phone Number/Número de Teléfono: 559 582 4050
 City, State, Zip Code/Ciudad, Estado, Código Postal: Hanford Calif. 93230
 E-mail Address/Correo Electrónico: gwardward@hotmail.com
(Use additional pages if needed/Usar paginas adicionales si es necesario)

I010-1

Our ~~Property~~ property is adjacent to The Rail line. It will lower the value of our property. Have you addressed the lowering of property values of adjacent Property?
 Will you compensate us for the lowering of Property values?

Response to Submission I010 (Gregory Ward, October 18, 2012)

I010-1

Refer to Standard Response FB-Response-SO-02.

For information on potential HST project impacts on property values see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012h).

Submission I011 (Nirvana Alexandria Ward, October 3, 2012)

September 29, 2012

Comments Due October 19, 2012

Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment
770 L Street, Suite 800
Sacramento, CA 95814
Fresno_Bakersfield@hsr.ca.gov

Re: Revised Draft EIR/Supplemental Draft EIS Comment

To Whom It May Concern:

I011-1

I have been reading the Revised Draft Environmental Impact Report/ Supplemental Draft Environmental Impact Statement: Fresno to Bakersfield and I have paid very careful attention to the alternatives section of the draft EIS. I understand that the Draft EIR/EIS was rereleased in response to stakeholder, agency and public feedback about the High Speed Train alignment alternatives and the draft was further revised to address additional alignment alternatives and station routes, in this letter I will only be addressing the alignment alternatives. Public process and participation is a crucial part of the development process, for a project of this magnitude the options and voices of the public cannot simply be overlooked. The alternative section of the revised draft EIR/EIS is a strong example for how public process and commenting should be implemented by thoroughly taking into consideration the qualitative and quantitative measures.

I011-2

There is one main aspect of the project that I think has been extremely beneficial, it is the depth at which each alternative option has been evaluated. For example one alternative suggested placing the HST near the I-5 corridor alignment, which could have led to a numerous amount of possibilities for commercial, residential and economic development however deeper consideration of this alternative alignment only revealed the negative constraints of locating the HST near the I-5 which was projected to produce lower ridership areas and sprawl. I like that new alternatives were created to focus more attention on residents living in areas that lack access

I011-2

to alternative modes of transit other than the automobile. To me this mode of thinking is more cyclical looking out for everyone's best interests.

I011-3

While reading the Revised Draft EIR/EIS I was surprised to discover that there weren't any aspects of the Fresno to Bakersfield project that immediately presented me with concerns. My response to each alternative correlates completely with the success of the alternative analysis process that aims to address environmental issues and the needs and purpose of the project. I think the one challenge with a project of this magnitude is the scale at which each alternative is looked at and interrupted, there are so many categories and subcategories to be evaluated and considered for an alternative that I think this approach has been extremely successful by dealing with each alternative on a case by case basis. The only component of the Revised Draft EIR/EIS that might need additional information would be a better comparison of the actual process vs. the presented alternatives. Putting the information side by side will give readers of the EIR/EIS with a deeper understanding of policy process and implementation ultimately hindering to a degree the ambiguity and confusion that often cloud Environmental Impact Statements.

I011-4

Thank you for your time and consideration

Sincerely,

Nirvana Ward

9021 Reed Hall
Boulder, CO 83130

Response to Submission I011 (Nirvana Alexandria Ward, October 3, 2012)

I011-1

Refer to Standard Response FB-Response-GENERAL-11.

I011-2

Refer to Standard Response FB-Response-GENERAL-11.

I011-3

Refer to Standard Response FB-Response-GENERAL-11.

I011-4

Refer to Standard Response FB-Response-GENERAL-01.

Submission I012 (Joe Weidenfeld, September 15, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #168 DETAIL

Status : Action Pending
Record Date : 9/15/2012
Response Requested : No
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 9/15/2012
Submission Method : Website
First Name : joe
Last Name : weidenfeld
Professional Title : same
Business/Organization : land owner
Address :
Apt./Suite No. :
City : redding
State : CA
Zip Code : 96001
Telephone : 530-246-4383
Email : jweidenfeld@att.net
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues : please stop the BS , build it or for get it. i am for it , but you guys are getting ridiclous, tell that to Gov Brown. i thought he was a man of action,
EIR/EIS Comment : No
Official Comment Period : Yes

I012-1

Response to Submission I012 (Joe Weidenfeld, September 15, 2012)

I012-1

Refer to Standard Response FB-Response-GENERAL-10, FB-Response-GENERAL-11.

Submission I013 (Cecil Whiting III, October 18, 2012)



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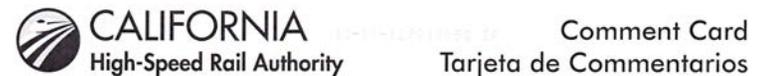
Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19	September 20, 2012, or October 20, 2012.	El periodo de comentario público del Proyecto Revisado EIR/Proyecto Suplementario EIS Julio 20 – Octubre 19	20 days before the meeting.
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Name/Nombre: CECIL CLYDE WHITING III
 Organization/Organización: M.A.
 Address/Domicilio: 708 ESTES AVE. CORCORAN, CA 93212
 Phone Number/Número de Teléfono: (559) 762-7271
 City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN, CA 93212
 E-mail Address/Correo Electrónico: whiting777@aol.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I013-1 BECAUSE MY HOME IS NOT IN THE DIRECT PATH OF THE HIGH SPEED RAIL PROPOSAL, I HAVE TWO LEACAL CONCERNS.
1) IF HIGH SPEED RAIL IS COMPLETED WITH LESS SCROOTINLY THAN MY ANTICIPATED BUSSINESS, THEN THE HIGH SPEED RAIL AUTHORITY AND GOVERNMENT BODIES IN CHARGE HAVE VIOLATED MY CIVIAL RIGHTS.

I013-2 2) IF THE VALUE OF MY HOME IS ADDRESSLY EFFECTED, THEN I WILL (AS WILL ANYONE WITHIN (ESTIMATED) THREE MILES) REQUIRE PER DOLLAR COMPANSATION FROM THE GOVERNMENT. OTHERWISE, MY CIVIAL RIGHTS WILL BE VIOLATED.

AN APPROPRIATE SOLUTION WOULD BE TO MOVE THESE PROPOSALS TO AREAS AGES EVASSIVE TO RESIDENTS, SCHOOLS AND COMMUNITIES.
I AM COPYING THESE COMMENTS FOR LATER REVIEW



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Name/Nombre: CECIL C WHITING
 Organization/Organización: M.A.
 Address/Domicilio: 708 ESTES AVE
 Phone Number/Número de Teléfono: (559) 762-7271
 City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN, CA. 93212
 E-mail Address/Correo Electrónico: whiting777@aol.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I013-3 YOU ARE EFFECTING WELLS AND CEMETARIES BY MOVING THROUGH CORCORAN.

I013-3 90 DESIGNS EFFECTS SCHOOL CHILDREN.

I013-3 I WILL HAVE THESE ISSUES COPIED AND I WILL FOLLOW UP.

I013-4 PLEASE CONSIDER THE LEAST EVASSIVE ROUTE

Submission I013 (Cecil Whiting III, October 18, 2012) - Continued



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 10/18/2012

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Name/Nombre: CECIL CLYDE WHITING
 Organization/Organización: N.A.
 Address/Domicilio: 703 ESTES AVE.
 Phone Number/Número de Teléfono: (559) 762-7271
 City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN, CA, 93212
 E-mail Address/Correo Electrónico: whiting777@gmail.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I013-5

OVER PASSES MAY TEND TO EFFECT THE NATURAL FLOOD PATTERN OF THE CENTRAL VALLEY. THIS WILL KILL PEOPLE. THESE DEATHS WILL BE THE GOVERNMENT'S FAULT, (NOT TO MENTION PROPERTY DAMAGE.
WHEN THIS WAS DONE IN THE CHOCOMAQUE MOUNTAINS AND CREATED THE SALTON SEA CALIFORNIA. AT THIS TIME NO PERSONS LIVED IN THE AREA AND WE DIDN'T HAVE THE LEGAL RECOURS THAT WE NOW DO.

(I WILL HAVE THESE ISSUES COPIED AND I WILL FOLLOW UP)

PLEASE CONSIDER THE LEAST EVASSIVE ROUTE

Response to Submission I013 (Cecil Whiting III, October 18, 2012)

I013-1

Refer to Standard Response FB-Response-GENERAL-11.

Your opinion is noted.

I013-2

Refer to Standard Response FB-Response-SO-02.

Any person who believes that he or she has been excluded from, denied benefits of, or been subjected to discrimination because of race, color, national origin, sex, age, disability, or socioeconomic status may file a written complaint with the California High Speed Rail Authority at: California High Speed Rail Authority, ATTN: Title VI Coordinator, 770 L Street, Suite 800, Sacramento, CA 95814 or via email at TitleVICoordinator@hsr.ca.gov

Complaint forms can also be obtained on the Authority's website.

I013-3

Refer to Standard Response FB-Response-N&V-02, FB-Response-N&V-05.

The noise levels generated by HSR operations are expected to be well below 90 dBA at schools.

I013-4

Refer to Standard Response FB-Response-GENERAL-10.

The Authority has used the information in the Final EIR/EIS and input from the agencies and public to identify the Preferred Alternative. The decision included consideration of the project purpose, need, and objectives, as presented in Chapter 1, Project Purpose, Need, and Objectives; the objectives and criteria in the alternatives analysis; and the comparative potential for environmental impacts. The Preferred Alternative balances the least overall impact on the environment and local communities with the cost and constructability constraints of the project alternatives evaluated.

I013-5

Refer to Standard Response FB-Response-HWR-02.

Submission I014 (Cecil Whiting, III, October 16, 2012)

 **CALIFORNIA**
 High-Speed Rail Authority **Comment Card**
Tarjeta de Comentarios

Fresno to Bakersfield High-Speed Train Section **La Sección de Fresno a Bakersfield del Tren de Alta Velocidad**
 Revised Draft Environmental Impact Report/
 Supplemental Draft Environmental Impact Statement **Proyecto Revisado de Informe de Impacto Ambiental/
 Declaración de Impacto Ambiental Proyecto Suplementario**
 (Revised Draft EIR/Supplemental Draft EIS) **(Proyecto Revisado EIR/Proyecto Suplementario EIS)**

Please submit your completed comment card at the end of the meeting, or mail to: **Por favor entregue su tarjeta completada al final de la reunión, o envíela por correo a la siguiente dirección:**
Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment, 770 L Street, Suite 800, Sacramento, CA 95814

The 20	Extended comment period for Fresno to Bakersfield High Speed Train Revised Draft EIR/Supplemental Draft EIS: July 20 – October 19	number 20, locally, or 20, 2012.	El período de comentarios públicos del Proyecto Revisado EIR/Proyecto Suplementario EIS Julio 20 – Octubre 19	20 en que ser o antes
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Name/Nombre: CECIL CECIL WHITING III
 Organization/Organización: N/A
 Address/Domicilio: 706 ESTES AVE
 Phone Number/Número de Teléfono: (559) 762-7271
 City, State, Zip Code/Ciudad, Estado, Código Postal: CORCORAN, CA 93212
 E-mail Address/Correo Electrónico: ~~(559) 762~~ whitiny777@aol.com
 (Use additional pages if needed/Usar paginas adicionales si es necesario)

I014-1

*If people (residents) of Corcoran felt that our local train (currently Amtrak) was connected with the Fresno Depot or there for affiliated it may create a debate among residents of whom are currently opposed. Especially if they felt they recieved pricing considerations (like those currently in place with the Amtrak line).
 Also, if residents could anticipate new revenues in and around our area it could reduce opposition*



Fresno to Bakersfield Revised Draft EIR/Supplemental Draft EIS Comment
770 L Street, Suite 800
Sacramento, CA 95814

95814335900 

Response to Submission I014 (Cecil Whiting, III, October 16, 2012)

I014-1

Refer to Standard Response FB-Response-GENERAL-11.

Your opinion is noted.

Submission I015 (Michael Whitlatch, October 11, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #258 DETAIL

Status : Unread
Record Date : 10/11/2012
Response Requested : Yes
Stakeholder Type : CA Resident
Affiliation Type : Individual
Interest As : Individual
Submission Date : 10/11/2012
Submission Method : Website
First Name : Michael
Last Name : Whitlatch
Professional Title :
Business/Organization :
Address : 5561 Newark Avenue
Apt./Suite No. :
City : Corcoran
State : CA
Zip Code : 93212
Telephone :
Email : mwhitlatch@jgboswell.com
Email Subscription :
Cell Phone :
Add to Mailing List :
Stakeholder Comments/Issues :
EIR/EIS Comment : Yes
Official Comment Period : Yes

I015-1
 I015-2
 I015-3

My property is approxitately 49 feet from your preposed property line. My comment is about noise that the HSR will make when it passes my property. Will there be some kind of noise barrier? Second comment is the new route to town it could increase emergency services response time and if so it my insuance rates could increase. My Last comment is that this is a new home i just completed for my retirement. If the HSR puts this rail to the south of my property this house will be worth nothing. i have worked a long time and saved enough money to pay cash for my first house.
 Please don't destroy my neighborhood.
 Mike Whitlatch
 5561 Newark Ave.
 Corcoran, Ca. 93212

Response to Submission I015 (Michael Whitlatch, October 11, 2012)

I015-1

Your home is located approximately 350 feet from the centerline of the HST Corcoran Bypass Alternative. At this distance vibration levels will not be high enough to cause damage to your home or even be perceived. The ambient noise level at your residence is 64 A-weighted decibels (dBA) day-night sound level (Ldn), and the project noise level is 69 dBA Ldn, making the FRA impact at your home severe. There are no noise barriers proposed for the Corcoran Bypass. To reduce the noise impact on your residence, mitigation in the form of home improvements to reduce noise levels inside your home by at least 5 dBA, such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.6 in the Draft EIR/EIS will be studied during final design.

I015-2

HSR policy is to provide roadway overpasses approximately every 2 miles, resulting in no more than 1 mile of out-of-direction travel for vehicles to cross the HST tracks. In most locations in the Fresno to Bakersfield Section, roadway overpasses would be provided more frequently, approximately every mile or less, because of the existing roadway infrastructure. Consequently, out-of-direction travel would be limited to approximately 1 mile in nearly all locations in the project area.

Revised DEIR/Supplemental DEIS Section 3.11.6 explains that the project design would include coordination with emergency responders to incorporate roadway modifications that maintain existing traffic patterns and fulfill response route needs, resulting in negligible effects on response times by service providers. Section 3.11.5, Safety and Security Environmental Consequences, of the Revised DEIR/Supplemental DEIS provides additional detail regarding emergency response time during HST operations.

I015-3

Refer to Standard Response FB-Response-SO-01, FB-Response-SO-02.

For more information on the property acquisition and compensation process see EIR/EIS Volume II Technical Appendix 3.12-A. For information on potential HST project impacts on property values see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012h).

Submission I016 (Michael Whitlatch, October 17, 2012)

Fresno - Bakersfield (July 2012+) - RECORD #309 DETAIL	
Status :	Action Pending
Record Date :	10/17/2012
Response Requested :	Yes
Stakeholder Type :	CA Resident
Affiliation Type :	Individual
Interest As :	Individual
Submission Date :	10/17/2012
Submission Method :	Website
First Name :	Michael
Last Name :	Whitlatch
Professional Title :	
Business/Organization :	
Address :	5561 Newark Avenue
Apt./Suite No. :	
City :	Corcoran
State :	CA
Zip Code :	93212
Telephone :	559-381-1235
Email :	mwhitlatch@jgboswell.com
Email Subscription :	
Cell Phone :	
Add to Mailing List :	
Stakeholder Comments/Issues :	My name is Michael and Barbara Whitlatch. I live at 5561 Newark Ave., Corcoran, Ca. 93212
I016-1	1 My property line will be 49' from the HRS proposed buy pass. I would like to know if there is any study on long term noise and vibrations on structure and to human health. My wife has Parkinsons and does better in none disturbing invironment. I have just completed building a new high energy efficient for her and me at this a address.
I016-2	2 Is there any plan to build sound barriers on the bypass?
I016-3	3 Is there any plans to have mediation for my property and house?4 I have looked at the proposed bypass and all my neighbors to the east will no longer be there and my property will be with nothing if this bs pass is put through the neighborhood.
I016-4	5 Have there been any studies on the increase response times for emergency services?
I016-5	6 If emergency services are impaired for delivering human live giving services and fire protection is there any study on home owner insurance rising of premiums.
I016-6	7 City services have to be ran under tracks. Is There any long term study on the vibration of different services as water, sewer, natural gas
EIR/EIS Comment :	Yes
Official Comment Period :	Yes

Response to Submission I016 (Michael Whitlatch, October 17, 2012)

I016-1

Your home is located approximately 350 feet from the centerline of the HST Corcoran Bypass Alternative. At this distance, vibration levels will not be high enough to cause damage to your home or even be perceived. The ambient noise level at your residence is 64 A-weighted decibels (dBA) day-night sound level (Ldn), and the project noise level is 69 dBA Ldn, making the FRA impact at your home severe. There are no noise barriers proposed for the Corcoran Bypass. To reduce the noise impact on your residence, mitigation in the form of home improvements to reduce noise levels inside your home by at least 5 dBA, such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.6 in the Draft EIR/EIS will be studied during final design.

I016-2

At this time, there are no planned sound barriers for the Corcoran Bypass Alternative. The potential noise impact has been assessed at sensitive receivers, and these areas are identified in Section 3.4.7, Environmental Consequences, of the Revised DEIR/Supplemental DEIS and shown on Figures 3.4-9 through 3.4-13. The locations of potential barriers are illustrated on Figures 3.4-15 through 3.4-19. Refer to Section 3.4.6 for a complete listing of noise impact mitigation measures that would reduce noise impacts below a "severe" level. The Proposed California High-Speed Train Project Noise and Vibration Mitigation Guidelines developed by the Authority (see Appendix 3.4-A of the Revised DEIR/Supplemental DEIS) were used to determine whether mitigation would be proposed for these areas of potential impact. The Guidelines require consideration of feasible and effective mitigation for severe noise impacts (impacts where a significant percentage of people would be highly annoyed by the HST project's noise).

The Authority will refine mitigation for homes with residual severe noise impacts (i.e., severe impacts that remain notwithstanding noise barriers) and address them on a case-by-case basis during final design of the Preferred Alternative. In addition to the potential use of noise barriers, other forms of noise mitigation may include improvements to the home itself that will reduce the levels by at least 5 dBA, such as adding acoustically treated windows, extra insulation, and mechanical ventilation as detailed in Section 3.4.6, Project.

I016-2

The Revised DEIR/Supplemental DEIS proposes noise barriers in areas of severe noise impacts resulting from the project, where the barriers meet the cost-effectiveness criteria. To meet the cost-effectiveness criteria, barriers must mitigate noise for more than 10 sensitive receptors, be not less than 800 feet in length, be less than 14 feet in height, and cost below \$45,000 per benefited receiver. A receiver that receives at least 5-dBA noise reduction due to the barrier is considered a benefited receiver.

Mitigation Measure N&V-MM#3 provides that sound barriers may be installed to reduce noise to acceptable levels at adjoining properties. These may include walls, berms, or a combination of walls and berms. The specific type of barrier will be selected during final design, and before operations begin. In addition, Mitigation Measure N&V-MM#3 provides that prior to operation, the Authority will work with communities regarding the height and design of sound barriers, using jointly developed performance criteria, when the vertical and horizontal location have been finalized as part of the final design of the project. Mitigation Measure VQ-MM#6 requires the provision of a range of options to reduce the visual impact of the sound barriers.

I016-3

Refer to Standard Response FB-Response-SO-01.

For information on the impact to the community along Newark Avenue northeast of Corcoran see EIR/EIS Volume I Section 3.12 Impact SO#6 and Mitigation Measure SO-1. For information on the property acquisition and compensation process, see Volume II Technical Appendix 3.12-A.

I016-4

Refer to Standard Response FB-Response-SO-02.

For information on potential HST project impacts on property values see Section 5.4.4.3 in the Community Impact Assessment Technical Report (Authority and FRA 2012h).

I016-5

Refer to Standard Response FB-Response-S&S-01.

Response to Submission I016 (Michael Whitlatch, October 17, 2012) - Continued

I016-6

City services running under the tracks will be placed to ensure that vibration will not be an issue for water, sewage, and natural gas.

Response to Submission I017 (Stanley & Nancy Wilson, October 19, 2012)

I017-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03.

The EIR/EIS analyzes the road rerouting associated with the project in the impact sections of Chapter 3.

Submission I018 (Stanley & Nancy Wilson, October 19, 2012)

Stanley D. and Nancy E. Wilson
P.O. Box 817
Shafter, Ca. 93263

RECEIVED
OCT 22 2012

October 18, 2012

Fresno to Bakersfield Revised Draft EIR
Supplemental Draft EIS Comment
770 L Street, Suite 800
Sacramento, Ca. 95814

Dear Members of the Authority:

Re: BNSF Alignment North of Shafter California

I018-1 | We are landowners at the Southwest corner of the Fresno and Hwy. 43 Intersection that is more specifically, your crossing CT 1913. **The EIR does not address the very significant land taken from agriculture to build the overpass structures and connecting roads.** By engineering the overpass to cross the alignment with a south westerly loop, rather than west and parallel with Fresno Ave. to intersect with Poplar Ave., much farmland is taken, leaving a useless acreage on the inside of the loop.

I018-2 | An even more intrusive loop is taken with the crossing of Merced Ave., your crossing CT1911. In fact in a 1.2-mile segment between Fresno and Merced Ave., you have engineered three large over crossings (CT1911 CT1912, & CT1913), and the Fresno Ave. over crossing is less than a mile from the Shafter Avenue crossing, which is crossed by the elevated structure that is planned through Shafter.

Due the amount of farm land destroyed and negated, the disruption in local traffic and assessability, the failure to make substantive remedies, and the high cost of building massive over crossing facilities in close proximity, it is our opinion that the elevated structure planned for Shafter be continued past Merced Avenue.

Sincerely yours,

Stanley D. Wilson Nancy Wilson
Stanley D. Wilson & Nancy Wilson



BAKERSFIELD CA 933
19 OCT 2012 PM 1 L

Fresno to Bakersfield Revised Draft EIR
Supplemental Draft EIS Comments
770 L Street, Suite 800
Sacramento, CA 95814

95814335500

Mr Stanley D Wilson
PO Box 817
Shafter, CA 93263

Response to Submission I018 (Stanley & Nancy Wilson, October 19, 2012)

I018-1

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03.

The location of proposed overpasses has been coordinated with the local road agency; coordination with the agency will continue through the design and procurement process. HST operations necessitate grade separations at all road crossings for safety. The overpasses are included in the project footprint and have been included in the total amount of agricultural land expected to be converted as part of the project.

I018-2

Refer to Standard Response FB-Response-AG-02, FB-Response-AG-03.

The location of proposed overpasses has been coordinated with the local road agency; coordination with the agency will continue through the design and procurement process. HST operations necessitate grade separations at all road crossings for safety. The number of overcrossings is dictated by the number of roads that intersect the HST alignment.

Submission I019 (Betty L. Woody, October 16, 2012)

I019-1

10-15-2012
 Fresno To Bakersfield Revised
 Draft EIR/Supplemental Draft
 EIS Comment

To whom it may Concern :

I do not support construction
 of the High Speed train
 project.

With the financial
 crisis we are in I know
 the money for this proposed
 project could be put to
 a better use.

If this project goes
 forward I would prefer
 A-F.

Betty L. Woody
 Trustee
 for my mother
 Myrtle Gilliam
 P.O. Box 358
 93424 Avila Beach, CA




Response to Submission I019 (Betty L. Woody, October 16, 2012)

I019-1

Refer to Standard Response FB-Response-GENERAL-14.

Your opposition to the project is noted.

